

APPLICATION FOR ARTICLE 80E SMALL PROJECT REVIEW

338 Congress Street



SUBMITTED BY

Redgate
100 Franklin Street
Boston, MA 02201

SUBMITTED TO

Boston Redevelopment Authority
City Hall Square, 9th Floor
Boston, MA 02110

1 November 2013

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November 1, 2013

BY HAND

Peter Meade, Director
Boston Redevelopment Authority, 9th Floor
Boston, MA 02201

Re: Application for Small Project Review 338 Congress Street, South Boston

Dear Director Meade:

On behalf of Redgate (the “Proponent”) we are pleased to submit the enclosed application for Small Project Review under Article 80E of the Boston Zoning Code for a residential and ground floor retail development (the “Project”) to be located at 338 Congress Street on the corner of Farnsworth Street (the “Property”) in the Fort Point Channel district. We recognize that under Article 80E-2, the Project is not obligated to undergo Small Project Review because the Project is subject to review by the Fort Point Landmark District Commission. Nevertheless, we are filing this application for Small Project Review in order to provide a forum for further BRA and public review of the Project.

The Project will replace a surface parking lot of approximately 5,420 square feet with a distinctive mid-rise residential building that will contribute to the vitality of the neighborhood and to the urban design of Congress Street. The Project will include the construction of an approximately 69-foot-high building containing up to approximately nine (9) new residential units with ground-level retail, local service, and/or restaurant uses and approximately ten (10) spaces of accessory residential parking. In total, the Project will contain approximately 26,750 square feet of gross floor area. Zoning relief will be required.

The Project has been designed to be consistent with the guidelines for the Fort Point Channel Landmark District.

Prior to filing this submission, the Proponent engaged in productive discussions with staff at the BRA, local elected and appointed officials, abutters, and members of the surrounding community. The Proponent filed a Letter of Intent on September 13, 2013, but will not go through with Large Project Review because the size of the Project has been reduced substantially since the letter was filed.

Mr. Peter Meade
November 1, 2013
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Thank you for your consideration of this application. We look forward to working with your staff towards a successful outcome.

If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matthew J. Kiefer', with a long horizontal flourish extending to the right.

Matthew J. Kiefer

Enclosures

GSDOCS\16295:0001\2274974.2

1. PROJECT DESCRIPTION

A. PROJECT TEAM

Project Proponent	Redgate Lisa Serafin, Principal 100 Franklin Street Boston, MA 02110 617.904.7013 lisa.serafin@redgate-re.com
Architecture	CBT Architects David Nagahiro, AIA, LEED AP 110 Canal Street Boston, MA 02114 617.646.5315 nagahiro@cbtarchitects.com
Construction Management	John Moriarty & Associates Chris Brown 3 Church Street, Suite 2 Winchester, MA 01890 781.729.3900 cbrown@jm-a.com
Legal	Goulston & Storrs Matthew Kiefer, Esq. 400 Atlantic Avenue Boston, MA 02110 617.574.6597 mkiefer@goulstonstorrs.com
Survey	Feldman Land Surveyors Paul Foley, PLS 112 Shawmut Avenue Boston, MA 02118 617.357.9740 prf@harryfeldman.com
Traffic and Transportation	Howard/Stein-Hudson Guy Busa, Jr. 38 Chauncy Street, 9th Floor Boston, MA 02111 617.348.3314 gbusa@hshassoc.com

B. PROJECT DESCRIPTION

338 Congress Street is a residential project consisting of approximately nine units with ground floor retail use located at the intersection of Congress and Farnsworth Streets. The Project will help further the transformation of the Fort Point Channel district into a vibrant neighborhood characterized by architecturally significant structures and mixed-use buildings that blend residential, retail, restaurant, hotel, office, and arts-related uses.

I. PROJECT SITE

The approximately 5,420 SF Project Site is located on the corner of Congress and Farnsworth Streets. The site is bounded by Congress Street to the southwest, Farnsworth Street to the southeast, a passageway/alley to the northeast, and a six-story brick building located at 332-336 Congress Street to the northwest.

The Project Site is located in the Fort Point Channel neighborhood, one of the most dynamic in Boston. A distinct area within the larger South Boston Innovation District, Fort Point is a true mixed-use neighborhood with an emerging balance of retail, industrial, and residential uses – a key ingredient for sustaining a vibrant retail culture. There is a large daytime office population, primarily employed by financial services and creative consulting firms. The neighborhood has an increasing residential population with recent redevelopments such as FP3, Factory 63, and 315 on A. The area also boasts a vibrant artist community.

The Project Site is equidistant from Boston’s Financial District and the Innovation District’s Boston Convention and Exhibition Center, the World Trade Center, Liberty Wharf, and the Seaport Hotel.

II. HISTORIC SITE USES

A six-story building was constructed at the subject site in 1890 and was utilized for manufacturing until the 1920s. The manufacturing included solid mica insulating joints (1890), shoes (1899), and typewriters (1923). The building occupied the entire site and its height was generally similar to its abutter, 332 Congress Street. According to building permits, the building was razed in 1936 and prior to 1958, the subject site was a vacant lot. Since 1958, the site has been utilized as a surface parking lot.

III. EXISTING SITE USES

The Site is currently used as a surface parking lot for approximately 17 parking spaces.

IV. DETAILED PROJECT DESCRIPTION

The Project consists of the construction of a new, six-story residential and retail building on an existing surface parking lot. The Project will complete the street wall from the Hood Milk Bottle at the Children’s Museum to 374 Congress Street and reinforce the continuity of the street facades.

Over the course of the past several months, the Proponent has focused on the following issues in developing a design for the Project:

- Respecting the historical integrity of the Fort Point Channel Landmark District;
- Relating the design to the Project's location adjacent to FP3, 332 Congress Street, 24 Farnsworth Street, and the Boston Fire Museum;
- Marking the intersection of Congress and Farnsworth Streets;
- Improving the pedestrian experience by removing surface parking and adding in active ground floor uses; and
- Considering pedestrian sightlines from Congress Street.

The mixed-use program consists of upper floor residential units and ground floor retail, both of which will complement and add vitality to the vibrant community in the neighborhood. The Project's residential units will be located on floors two through six of the Project. The active ground floor uses will improve the public realm by filling in this notably empty corner that exists currently.

Streetscape improvements along Congress Street will focus on quality materials that complement the adjacent buildings and enliven the streetscape. Details of streetscape improvements will be developed in coordination with the City of Boston's Crossroads Initiative, The Artery Business Committee's South Boston Waterfront Gateway Street planning initiative, the Fort Point Channel Sewer Separation Project, and the Fort Point Channel Landmark District Commission.

C. APPROXIMATE DIMENSIONS

Site Area

Passageway	480 SF
Buildable Lot	<u>4,940 SF</u>
Total Lot Area	5,420 SF

Existing Uses

Parking	17 spaces
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Proposed Project

Retail/Lobby (Ground Floor)	2,898 gsf
Residential (Floors 2-6)	22,951 gsf
Roof	<u>892 gsf</u>
Total	26,741 gsf
Parking	10 spaces

Proposed Maximum Building Height 69 ft. 10 in.

Proposed Unit Mix

Three-Bedroom	9 units
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D. PUBLIC BENEFITS

The development of 338 Congress Street will transform the Project site from a parking lot into a vibrant, contemporary mixed-use building with active ground floor uses. Although small, the proposed Project provides numerous public benefits to the City of Boston.

- **Public Realm Enhancement:** The Project will complete the streetscape and improve the pedestrian experience by providing an active ground floor use and sidewalk improvements.
- **Neighborhood Vitality:** The Project's active uses will enliven the neighborhood.
- **Neighborhood Art Display:** The Project will feature an art exhibit wall to animate the first level of the Farnsworth façade and will continue the tradition of incorporating locally-created art throughout the neighborhood. The Proponent will work with Fort Point Arts Community and others to design this space for changing exhibits or permanent installations.
- **Respectful of Fort Point Channel Landmark District:** Set in a historic neighborhood of Boston Wharf Company buildings, the Project will respect the intent of the Fort Point Channel District Landmark Commission by being compatible with the historic character of the District, while reflecting the period in which it is built. The Project will strive to relate to the urban context and streetscape without being imitative of the earlier styles and methods of construction.

- **Sustainable Design:** The Project will comply with the requirements of Article 37 of the Code, Green Buildings. The Project team will use the appropriate USGBC LEED green building rating system to evaluate sustainable design measures.
- **Transit-Oriented Development:** The addition of residential units to the neighborhood contributes to the neighborhood's mixed-use nature and supports the transit-oriented development goals of downtown Boston. The Project's central location provides residents and retail clients with convenient access by foot, bus, train, and bike to and from nearby business centers and entertainment districts.
- **Housing Opportunities:** The Project will add to the limited housing stock in the neighborhood, encouraging more investment in the neighborhood.
- **Construction Jobs Creation:** The Project will create approximately 75 unique construction jobs over the thirteen to fifteen month construction period. The Project will promote local employment through good-faith efforts to hire Boston residents, minorities, and women for construction jobs.
- **Increased Property Taxes:** The Project is expected to generate approximately \$200,000 - \$250,000 in additional annual property taxes for the City of Boston over the amount the property currently contributes.

2. URBAN DESIGN

A. DESIGN APPROACH

Located in the heart of the Fort Point Channel neighborhood and the Fort Point Channel Landmark District, the Project is contextual, respectful, and sensitive to the historic urban fabric, yet not imitative of the area buildings' earlier styles and methods of construction. The principal design goal is to celebrate to modern transformation of this neighborhood while still respecting the district's historical integrity. The primary drivers of the Project design are its historic context, corner location, mixed use, and lot size.

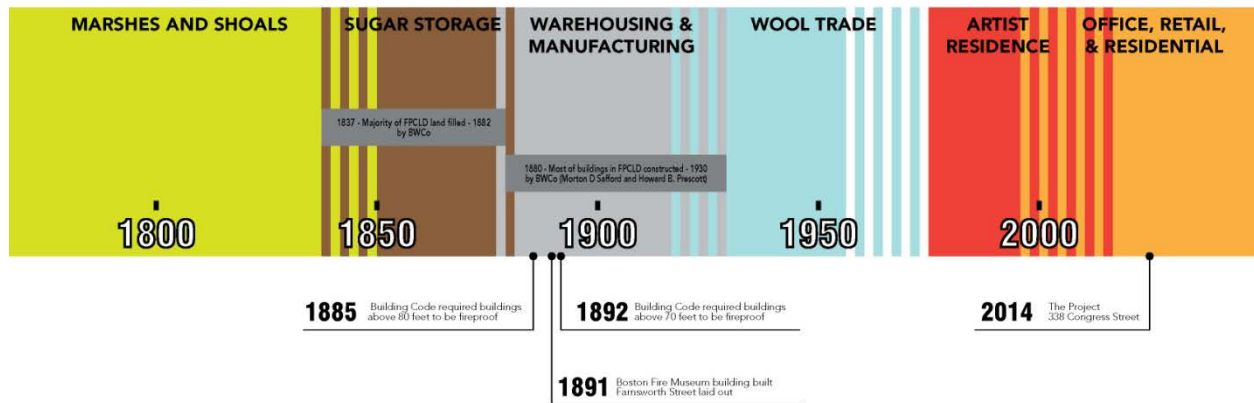


FIGURE 1: FORT POINT CHANNEL TIMELINE

While each building varies in the Fort Point Channel Landmarks District, the collective effect of the late-19th and early-20th century industrial buildings gives the neighborhood its unique character and charm (Figure 1). The historic buildings reflect original manufacturing and warehouse uses through fenestration patterns, material choices, structure, and façade compositions. Along Congress Street, the building facades become more porous and glassy away from Fort Point Channel, reflecting original uses for warehouse closer to the water and progressing to manufacturing uses that required natural daylighting and thus more and larger windows. The Project design becomes part of this historic continuum of expressing interior uses through fenestration, ultimately complementing the timeless quality of its surroundings.



FIGURE 2: CONGRESS STREET NORTH ELEVATION

Since the neighborhood’s initial construction, the buildings have undergone continual repurposing, repositioning, and renovation to accommodate the changing needs of the community; once-vital warehouse and manufacturing uses have evolved to encompass office, retail, and residential uses. Given the site’s opportunity for new construction amidst a large and well-preserved collection of urban lofts, the Project design is intended as a complement and counterpoint to its historic context, protecting the historic integrity of the district (Figure 2). The Fort Point Channel Landmark District anticipates new construction and directs that a new building should “reflect the period in which it was built and should not necessarily be imitative of an earlier style, period, or method of construction.”¹ The design of the new construction respects the existing historical patterns, proportions, scale, and materiality within the Fort Point Channel Landmark District (Figure 3). As the Project design has progressed, it has translated the enduring qualities of the urban lofts into a special and sophisticated Project. The contemporary architectural language of the Project design is strongly influenced by the industrial design and heritage of the historic district.

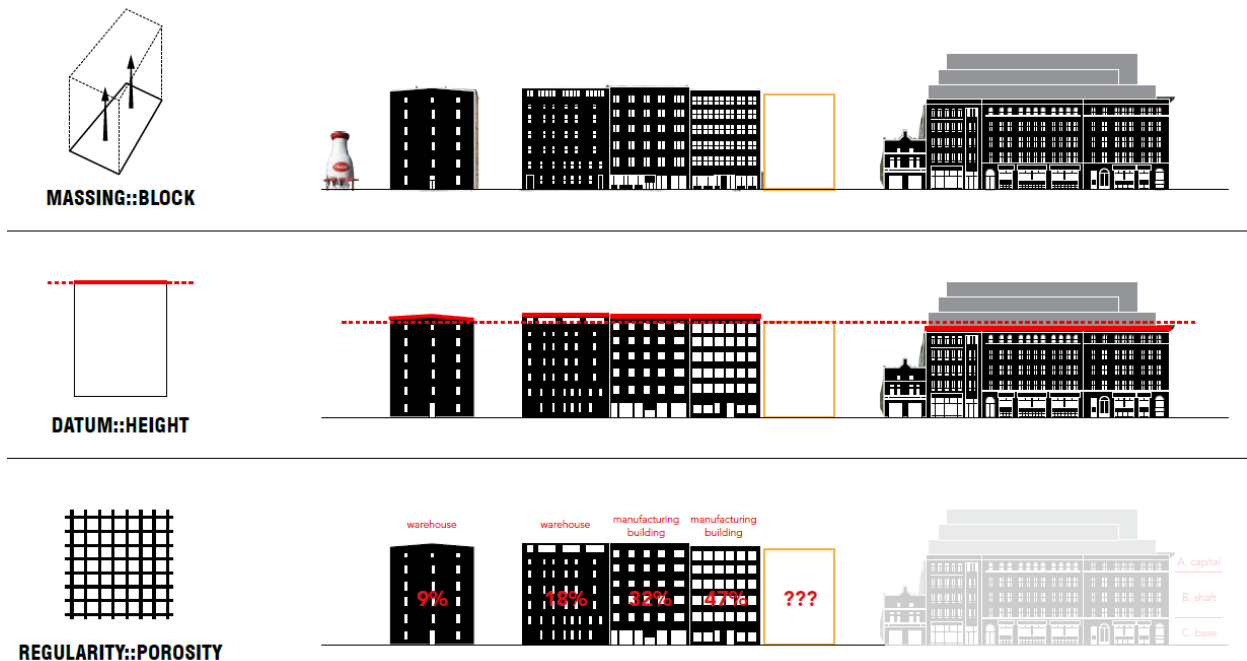


FIGURE 3: DESIGN PRINCIPLES FROM THE HISTORIC CONTEXT

¹ The Fort Point Channel Landmark District Standards and Criteria (Design Guidelines), 2008: 113.

B. PROPOSED DESIGN CONCEPT

The Project is new and distinct from adjacent historic structures, but maintains continuity and celebrates the district's industrial past in a modern way through loft-like spaces, pedestrian engagement at the ground floor, outward expression of interior uses, and use of materials and color, which in combination contribute to the building's timeless elegance.

In keeping with the 19th and 20th century industrial buildings along Congress Street, the Project design incorporates ground floor retail space and reflects the building's uses through window patterns. Given the intended residential use of the building, large windows provide natural lighting to residents and outwardly express the interior uses.

The Project juxtaposes exposed metal against a glassy façade, contrasting an industrial-inspired structure against an airy, modern sensibility. Horizontal metal members serve as reference points to cornice lines, floor lines, and architectural details of nearby buildings, while the use of glass in the Project design instills a sense of lightness and museum-like quality in the Project.

The façade's rhythm of metal and glass is punctuated by accent panels. The design process evaluated color schemes for the Project, favoring a darker palette for the exposed metal frame to recede against the historic adjacent masonry structures, yet created interest with color variation. The Project accent colors reference rich shades of materials found within the Fort Point Channel Landmark District, creating a modern interpretation of the industrial loft materials and colors.

The Project acknowledges the importance of the corner location within the neighborhood by creating a unique, but not trendy, building that is both elegant from afar and welcoming to pedestrians. On a pedestrian scale the Project enhances the streetscape through ground level retail, wrapping the corner and connecting newer retail establishments along Farnsworth with the activity of Congress Street. At an urban scale, the design highlights the evolution of the neighborhood from its industrial past into a lively mixed-use node of urban activity. Ultimately, the Project's location follows Smart Growth principles by concentrating development, integrating uses, expanding housing choices, and fostering a sense of place.

Ultimately, the Project celebrates the neighborhood's transformation with a timeless, understated elegance that enhances, but does not compete with the historic urban fabric.

3. ZONING

A. ZONING DISTRICT

1. M-4 Restricted Manufacturing District
2. Area “E” of the Fort Point Waterfront Subdistrict of the South Boston Waterfront Interim Planning Overlay District (SBW IPOD)
3. Restricted Parking Overlay District
4. Groundwater Conservation Overlay District

B. ZONING RELIEF

The Project’s intention of stitching back the urban fabric along Congress Street is consistent with the civic vision for the Fort Point Channel neighborhood. Zoning relief will be required to achieve this shared vision. Under Boston’s zoning code, the Project will require: an interim planning permit under the SBW IPOD; conditional use permits for the primary residential use and the Project’s location in the Groundwater Conservation Overlay District; and variances from several dimensional requirements including minimum lot width, minimum lot area, front yard, rear yard, side yard, usable open space, parapet setback, and parking space dimensions.

C. OTHER PUBLIC APPROVALS

The Project will also be subject to historic preservation review by the Fort Point Channel Landmark District Commission. A Letter of Intent was filed for this Project on September 13, 2013. However, the Project will not undergo Article 80 Large Project Review because size of the Project has been reduced below the Large Project Review thresholds in the period since the Letter of Intent was filed. Though not required, the Project will voluntarily undergo BRA design review as part of its Small Project Review process, which will establish the Project’s open space and parking requirements. Any proposed changes to the public realm will also require Public Improvement Commission review and approval. The Project is subject to South Boston’s commercial parking freeze and will contribute most of its currently permitted spaces back to the parking bank. The number of parking spaces at the Project will slightly exceed one space per unit, so the Project will require approval from the Boston Air Pollution Control Commission for any additional space or spaces.

The Project will need to comply with state building code and federal accessibility requirements and will require a local sewer tie-in permit.

D. COMMUNITY OUTREACH

The Proponent is committed to effective community outreach and will engage the community to ensure public input on the Project. The Proponent has met with or has been in contact with the Boston Redevelopment Authority, Boston Transportation Department, and the following abutters and neighborhood groups:

- 25 Channel Center Residents
- 355 Congress Street Residents
- Barbara Lynch (various Congress Street restaurants)
- Bee's Knees
- Berkeley Investments
- Boston Harbor Association
- Boston Sparks Association
- Children's Museum
- Clarion Partners
- Crosspoint Associates
- Flour Bakery
- Fort Point Arts Community
- Fort Point Cultural Coalition
- Fort Point Neighborhood Association
- FP3 Residents and the Board of Trustees
- Friends of Fort Point Channel
- Sleeper Street Residents
- Pastoral
- Tavern Road

4. TRANSPORTATION

The Project will have minimal impact on area vehicle, transit, pedestrian, and bicycle transportation systems and the Proponent will continue to work with the City of Boston to create a Project that efficiently serves vehicle trips, encourages transit and bicycle use, and improves the pedestrian environment.

This segment of Congress Street has been identified by the Boston Redevelopment Authority (BRA) in their Crossroads Initiative plan. In the Crossroads Initiative, Congress Street will continue to serve as a neighborhood commercial center. Improvements along Congress Street will focus on accessibility, additional lighting, improved pedestrian facilities, and better vehicular access and signalization throughout the corridor. This Project will incorporate elements of the Crossroads Initiative and also conforms to the Boston Complete Streets design guidelines.

A. TRAFFIC, PARKING, AND LOADING

The Project will include off-street parking for approximately 10 vehicles in a semi-automated parking structure in order to mitigate potential parking and traffic issues associated with the Project. The Project will also eliminate the 17-space surface public parking lot that is located on the Site, producing a net reduction in on-site parking. Garage, service, and loading access will occur along the private alley/passageway at the rear of the site with a curb cut provided for the garage. Trash and recycling receptacles will be stored inside the building. The Project will have minimal impact on traffic in the area and may help alleviate existing congestion along Congress Street by removing the curb cut into the existing parking lot. The Project will remove on-street parking along Farnsworth Street adjacent to the Site to allow for the widening of the sidewalk. Farnsworth Street will be striped to accommodate two travel lanes and a parking lane along the side opposite the Project Site.

B. TRANSIT

The Project Site is a transit-oriented development, located in the vicinity of several MBTA bus routes and within walking distance of MBTA T stops at South Station and Courthouse Station. MBTA bus routes 448, 449, and 459 travel along Congress Street adjacent to the Site. Routes 448 and 449 provide express service between Downtown Crossing and Marblehead. Route 459 provides service between Downtown Crossing and Salem. MBTA bus routes 4, 7, and 11 run along Summer Street, immediately south of the Project Site. Routes 4 and 7 provide service between the Seaport District, South Boston, and Downtown Crossing. Route 11 provides service between South Boston and downtown Boston.

Two rapid transit stations are also in proximity to the Project Site. South Station is located approximately a half-mile west of the Project Site along Summer Street, providing access to the MBTA Red and Silver Lines, commuter rails, and the regional AMTRAK service. The Courthouse

Station is located approximately a quarter-mile north of the Project Site along Seaport Boulevard, providing access to the MBTA Silver Line.

C. PEDESTRIANS

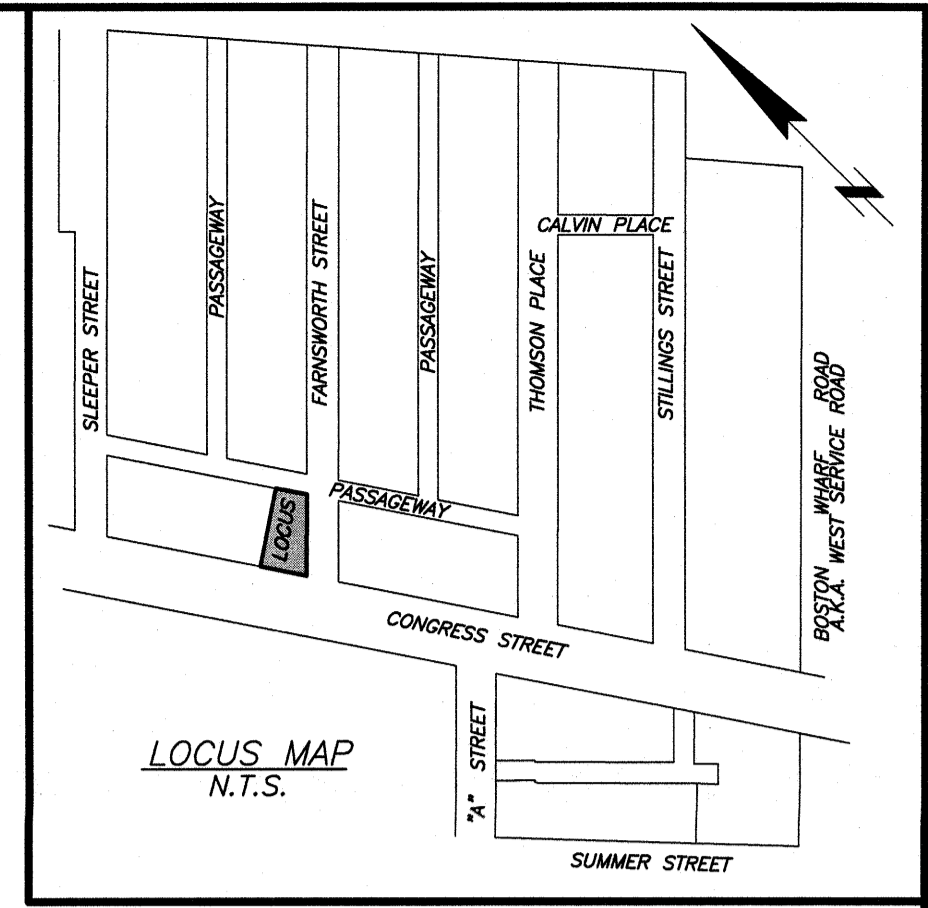
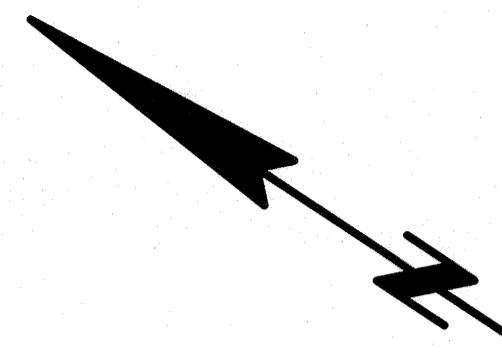
The Project will be consistent with the concepts outlined in the Crossroads Initiative plan. Specific pedestrian improvements include the installation of bump-outs at the corner of Congress Street and Farnsworth Street, adjacent to the Project Site, to reduce the crossing lengths and improve pedestrian safety. The sidewalk along Farnsworth Street, adjacent to the Project Site will also be widened and designed in accordance with the Boston Complete Streets guidelines. The widening of the sidewalk will provide consistency with the existing pedestrian facilities along Farnsworth Street to the north of the Project Site.

D. BICYCLE ACCESS

Secure, covered bicycle storage will be provided for residents of the Project. In addition to the on-site bicycle storage, an existing Hubway station is located just west of the Project Site at the Congress Street/Sleeper Street intersection.

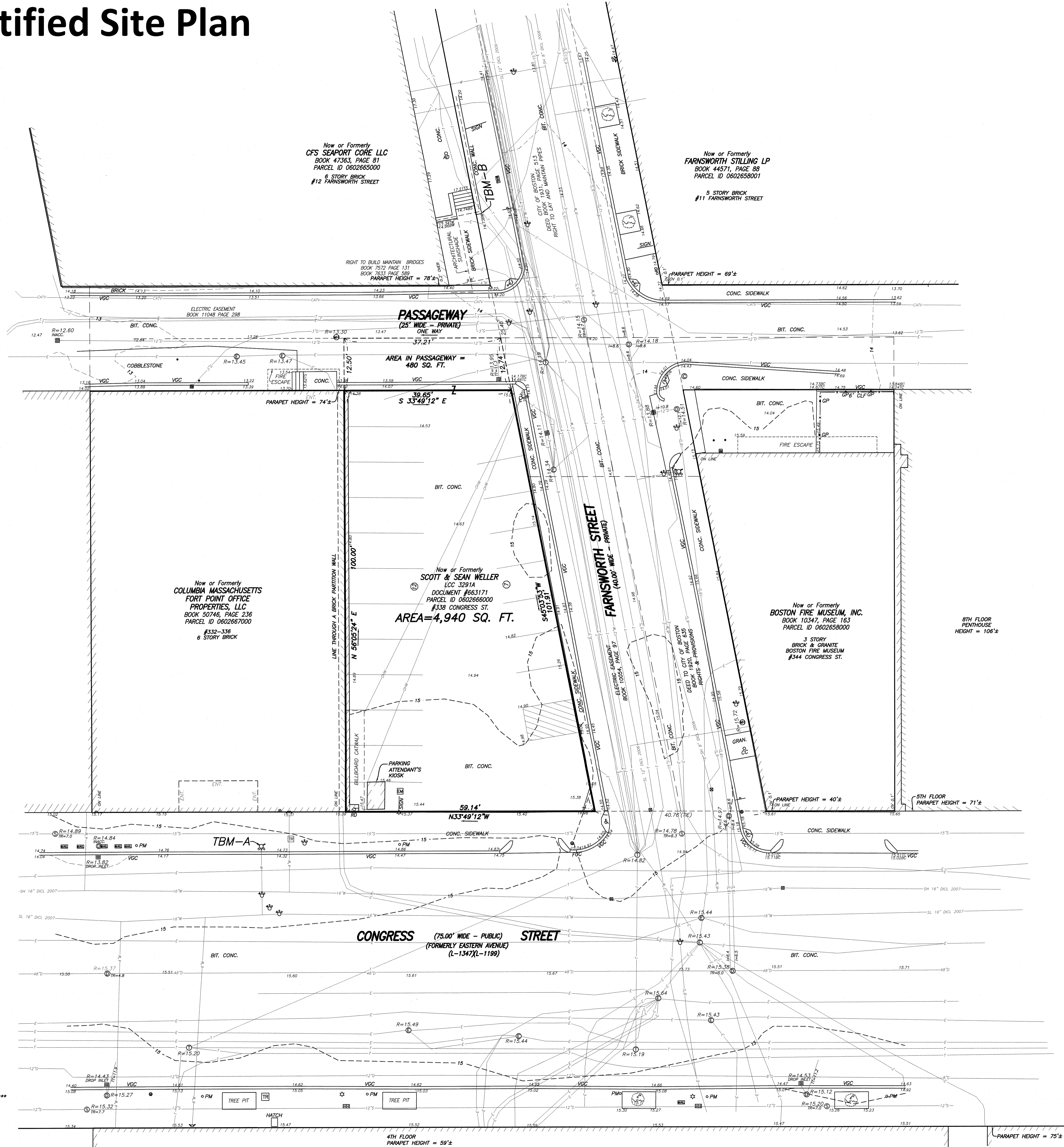
5. EXHIBITS

EXHIBIT 1: Certified Site Plan



LEGEND

- ⊙ SEWER MANHOLE
- ⊙ DRAIN MANHOLE
- ⊙ ELECTRIC MANHOLE
- ⊙ TELEPHONE MANHOLE
- ⊙ MANHOLE
- ⊙ HYDRANT
- ⊙ WATER SHUT OFF
- ⊙ GAS SHUT OFF
- ⊙ BOSTON WATER VALVE
- ⊙ CATCH SIN
- ⊙ ELECTRIC HANDHOLE
- ⊙ BOLLARD
- ⊙ MAIL BOX
- ⊙ SIGN
- ⊙ AD AREA DRAIN
- ⊙ PM PARKING METER
- ⊙ CC COAL CHUTE
- ⊙ FA FIRE ALARM
- ⊙ RD ROOF DRAIN
- ⊙ SP STAND PIPE/SIAMESE CONNECTION
- ⊙ LP LIGHT POLE
- ⊙ UP UTILITY POLE W/ LIGHT
- ⊙ GM GAS METER
- ⊙ TR TRASH RECEPTACLE
- ⊙ DT DECIDUOUS TREE
- ⊙ GP GATE POST
- ⊙ X NUMBER OF PARKING SPACES
- ⊙ H HANDICAP RAMP
- BC BOTTOM OF CURB
- BIT BITUMINOUS
- BW BOTTOM OF WALL
- CLF CHAIN LINK FENCE
- CONC CONCRETE
- FOC FLUSH GRANITE CURB
- I= INVERT ELEVATION
- INACC. INACCESSIBLE
- LCC LAND COURT CASE
- N/S NOT TO SCALE
- R= RADIUS OR RIM ELEVATION
- SQ. FT. SQUARE FEET
- TBM TEMPORARY BENCH MARK
- TC TOP OF CURB
- TR= CENTERLINE OF TROUGH
- TS= TOP OF STEPS
- TT= TOP OF TRAP
- TW TOP OF WALL
- VCC VERTICAL GRANITE CURB
- Z INDICATES COMMON OWNERSHIP
- C CABLE TELEVISION
- CS COMBINED SEWER
- D DRAIN
- E ELECTRIC
- G GAS
- T TELEPHONE
- W WATER
- S SEWER

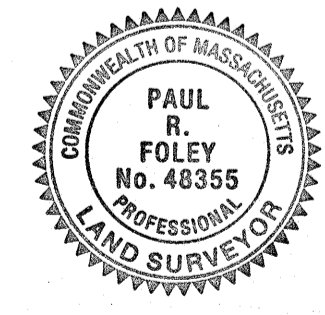


NOTES

- 1) BENCH MARK INFORMATION:
BENCH MARK USED:
TBM-3: X-CUT ON HYDRANT BOLT AT THE SOUTHERLY CORNER OF PASTENE ALLEY AND "A" STREET. (SEE HARRY R. FELDMAN JOB NO. 11981) ELEVATION = 17.68
TBM-5: LEFT OUTER CORNER OF CONCRETE LOADING DOCK ON THE NORTHEASTERLY SIDE OF PASTENE ALLEY, AND APPROXIMATELY 226' FROM THE SOUTHEASTERLY SIDELINE OF "A" STREET. ELEVATION = 19.51
TEMPORARY BENCH MARKS SET:
TBM-A: X-CUT ON RIGHT BOLT OVER MAIN OUTLET OF A HYDRANT LOCATED ON THE NORTHEASTERLY SIDE OF CONGRESS STREET, IN FRONT OF #332 CONGRESS STREET, AS SHOWN HEREON. ELEVATION = 17.27
TBM-B: CHISELED SQUARE SET ON THE SOUTHEAST CORNER OF A CONCRETE WALL IN FRONT OF #12 FARNSWORTH STREET, AS SHOWN HEREON. ELEVATION = 17.31
- 2) ELEVATIONS REFER TO BOSTON CITY BASE.
- 3) CONTOUR INTERVAL EQUALS ONE (1) FOOT.
- 4) BY GRAPHIC PLOTTING ONLY, THE PARCEL SHOWN HEREON LIES WITHIN A ZONE "X" (UNSHADED), AN AREA OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD, AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR SUFFOLK COUNTY, MASSACHUSETTS, MAP NUMBER 25025C0081G, CITY OF BOSTON, HAVING AN EFFECTIVE DATE OF SEPTEMBER 25, 2008.
- 5) UTILITY INFORMATION SHOWN IS BASED ON BOTH A FIELD SURVEY AND PLANS OF RECORD. THE LOCATIONS OF UNDERGROUND PIPES AND CONDUITS HAVE BEEN DETERMINED FROM THE AFORESAID RECORD PLANS AND ARE APPROXIMATE ONLY. WE CANNOT ASSUME RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES THAT ARE OMITTED OR INACCURATELY SHOWN ON SAID RECORD PLANS, SINCE SUB-SURFACE UTILITIES CANNOT BE VISIBLY VERIFIED. BEFORE PLANNING FUTURE CONNECTIONS, THE PROPER UTILITY ENGINEERING DEPARTMENT SHOULD BE CONSULTED AND THE ACTUAL LOCATION OF SUB-SURFACE STRUCTURES SHOULD BE DETERMINED IN THE FIELD. CALL TOLL FREE, THE DIG SAFE CALL CENTER AT 1-888-344-7233 SEVENTY-TWO HOURS PRIOR TO EXCAVATION.
- 6) THIS DOCUMENT IS AN INSTRUMENT OF SERVICE OF HARRY R. FELDMAN, INC. ISSUED TO OUR CLIENT FOR PURPOSES RELATED DIRECTLY AND SOLELY TO HARRY R. FELDMAN INC.'S SCOPE OF SERVICES UNDER CONTRACT TO OUR CLIENT FOR THIS PROJECT. ANY USE OR REUSE OF THIS DOCUMENT FOR ANY PARTY FOR PURPOSES UNRELATED DIRECTLY AND SOLELY TO SAID CONTRACT SHALL BE AT THE USER'S SOLE AND EXCLUSIVE RISK AND LIABILITY, INCLUDING LIABILITY FOR VIOLATION OF COPYRIGHT LAWS, UNLESS WRITTEN CONSENT IS PROVIDED BY HARRY R. FELDMAN, INC.

I CERTIFY THAT THIS PLAN IS BASED ON AN ACTUAL FIELD SURVEY AND THE LATEST PLANS AND DEEDS OF RECORD.

Paul R. Foley
 PAUL R. FOLEY, PLS (MA# 48355)
 PFoley@HARRYFELDMAN.COM
 10/20/2013 /DATE



ZONING CLASSIFICATION - "M-4 & INTERIM PLANNING OVERLAY DISTRICT, AREA E"

- MINIMUM LOT SIZE: NONE
 - MINIMUM FRONTAGE: NONE
 - MINIMUM FRONT YARD: NONE
 - MINIMUM SIDE YARD: NONE
 - MINIMUM REAR YARD: 12**
 - MAXIMUM FLOOR AREA RATIO: 5.0
 - MAXIMUM BUILDING HEIGHT: 5 STORIES/75 FEET**
- * SEE SECTION 19-5 OF CITY OF BOSTON ZONING CODE
 ** SEE SECTION 20-7 OF CITY OF BOSTON ZONING CODE
 *** SEE APPENDIX B TO SECTION 27P OF CITY OF BOSTON ZONING CODE

THE PROPERTY ALSO LIES WITHIN THE RESTRICTED PARKING OVERLAY DISTRICT AND THE GROUNDWATER CONSERVATION OVERLAY DISTRICT.

10/29/2013 UPDATED LOT AREAS

EXISTING CONDITIONS PLAN
 338 CONGRESS STREET
BOSTON, (SOUTH BOSTON) MASS.
 SCALE: 1"=10' AUGUST 20, 2013
 HARRY R. FELDMAN, INC. LAND SURVEYORS
 112 SHAWMUT AVENUE PHONE: (617)357-9740
 BOSTON, MASS. 02118 www.harryfeldman.com

FELDMAN
 Professional Land Surveyors

RESEARCH TRA	FIELD CHIEF KP	PROJ MGR	APPROVED	SHEET NO. 1 OF 1
CALC TRA	CADD TRK	FIELD CHECKED	CRD FILE 13903	JOB NO. 13903

FILENAME: S:\PROJECTS\13903a\13903\DWG\13903-EX.dwg

EXHIBIT 2: Locus Map and Existing Condition Photos



EXHIBIT 3: Site Plan



EXHIBIT 4: Ground Floor Plan

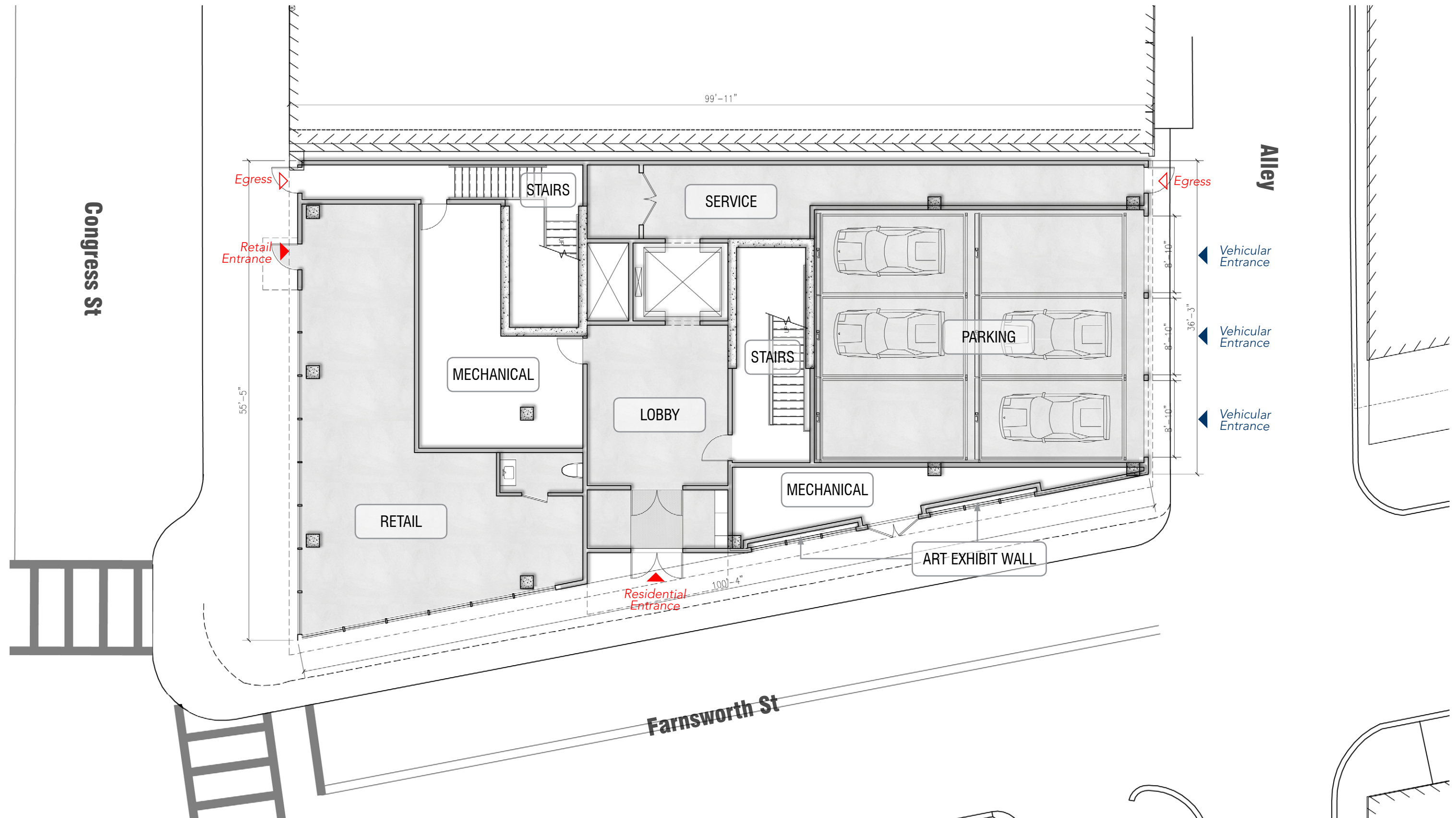


EXHIBIT 5: Typical Floor Plan

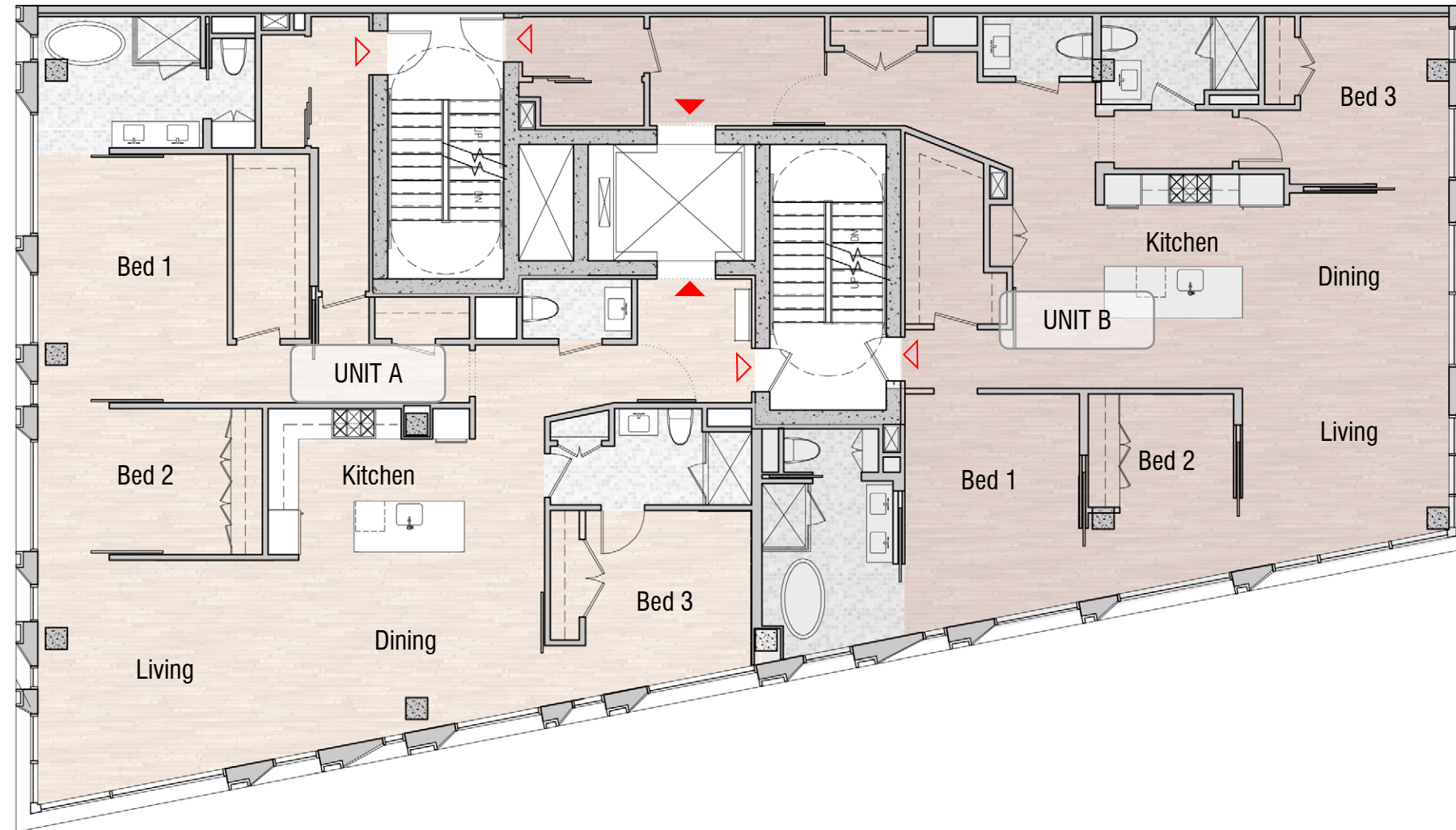


EXHIBIT 6: Roof Plan

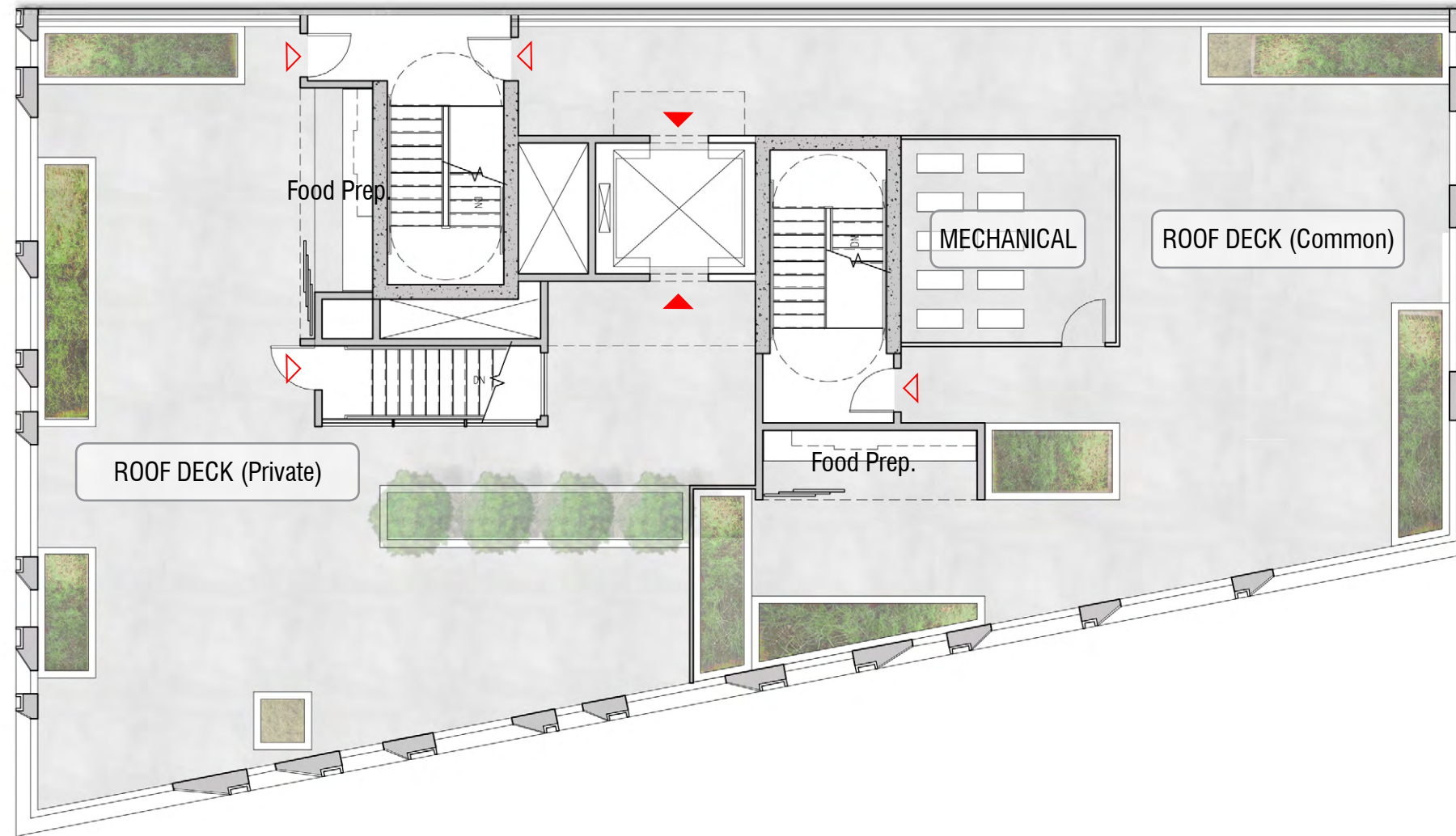


EXHIBIT 7A: Section A

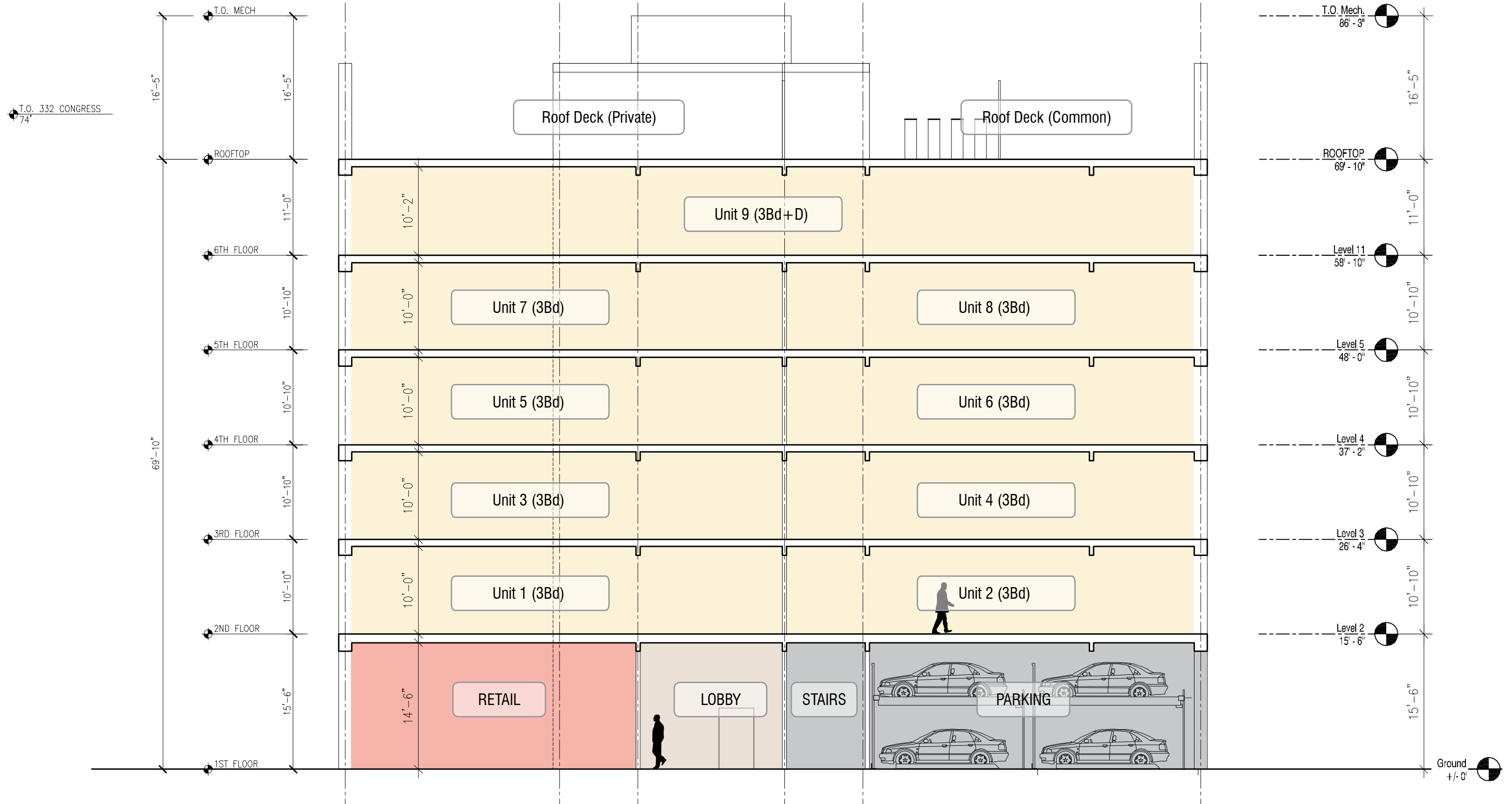


EXHIBIT 7B: Section B

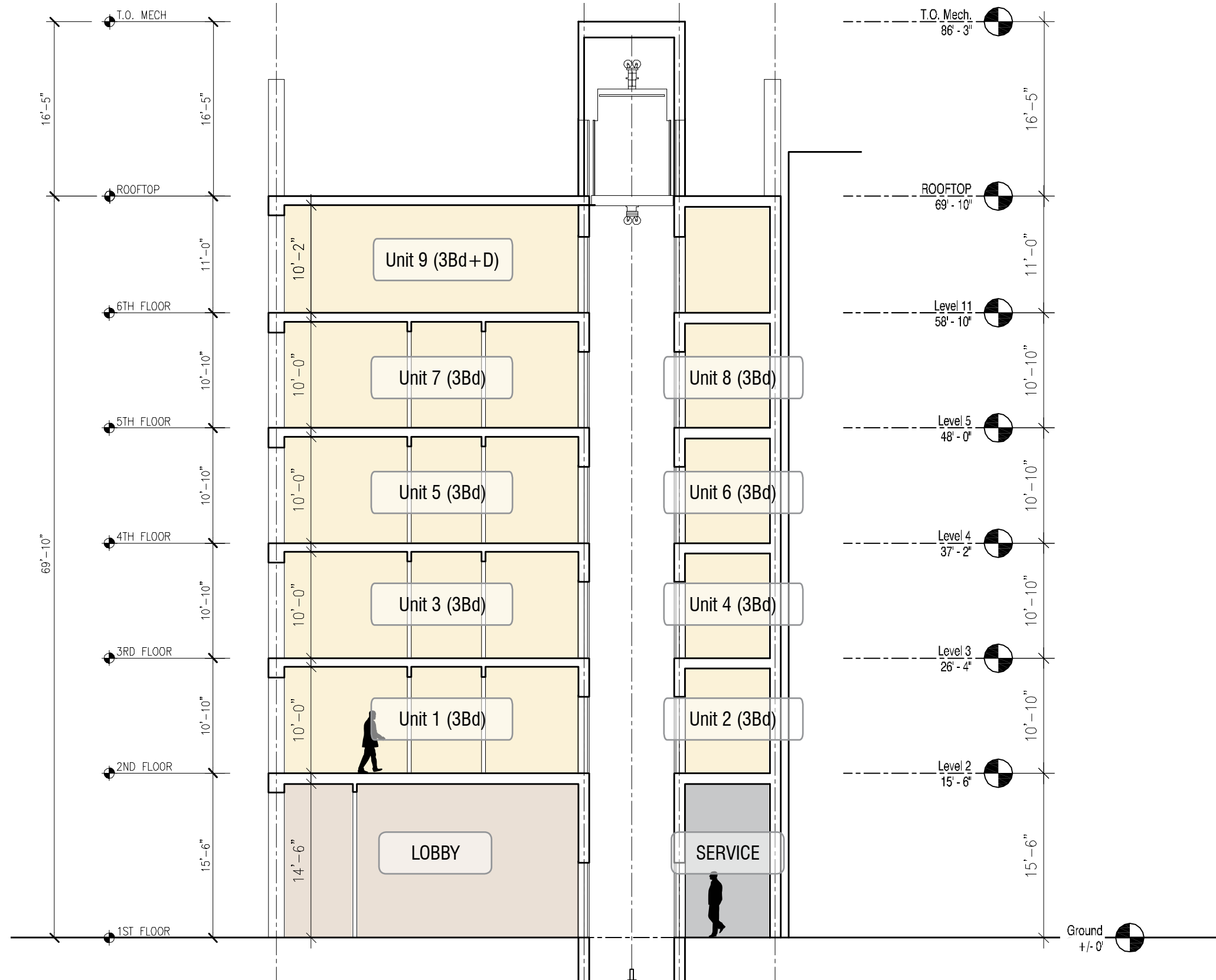


EXHIBIT 8: Congress Street Elevation



EXHIBIT 9: Farnsworth Street Elevation



EXHIBIT 10: Alley Elevation

